

FORTY-EIGHTH CONGRESS.

The Senate.
WASHINGTON, Feb. 24.—The Chair laid before the Senate a memorial from the Legislature of Wisconsin urging the placing of General Grant on the retired list of the army.

Mr. Cullom presented a memorial from the Legislature of Illinois urging some early and satisfactory settlement of the Oklahoma land question.

Mr. Dawes asked and obtained unanimous consent to at once take up the bill heretofore introduced by him to authorize the President to negotiate for the purchase of the remaining Seminole, Creek and Cherokee Nations of Indians their title to those lands. In less than five minutes it was read and passed. It now goes to the House for the action of that body.

The Senate then took up the pension bills upon the calendar, and those favorably reported having been disposed of, Mr. Cockrell called up the House bill already favorably reported by him from the Committee on Military Affairs to provide for the settlement of claims of officers and enlisted men of the army for loss of private property destroyed in the military service of the United States.

Mr. Cockrell said it was a bill to provide by general law a method of settlement for claims, which are constantly coming before Congress. It would not, however, include any loss suffered in the war, neither would it cover such things as carpet, watches, etc., but articles deemed useful, necessary and reasonable for officers and soldiers to have when on duty.

On the suggestion of Mr. Sherman the time for presenting such claims was limited to two years, and so amended the bill passed. Mr. Cockrell then called up the House bill, heretofore reported favorably from the Committee on Claims, limiting to three years the time of presenting claims for bounty or back-pay for services in the late war, or previous wars, and limiting to six years the time for presenting all the claims originating hereafter against the United States, except cases where the Pensioners' bill. It also provides it shall not be construed to extend the power of the Court of Claims, nor include the claims now barred by the statute of limitations.

Mr. Blair thought the bill would exclude a large number of claims of colored soldiers.

Mr. Blair did not agree with Mr. Cockrell as to all being included.

Mr. Ignall said the United States did not permit the statute of claims to run against the Government, and he thought an honest claim should not be limited in the manner prescribed by the bill.

Mr. Cockrell said the bill was no innovation on the present law, but a general law to apply to all cases.

Mr. Hawley said the United States was the only civilized government in the world that did not allow itself to be sued, yet insisted on suing its own citizens without regard to time. He cited a case of a citizen sued by the United States sixteen years after the closing of the accounts of an officer for whom he had been security.

Mr. Blair said there were 200,000 colored ex-soldiers of the Union, many of whom were, by this bill, given only three years to file their claims, while persons not soldiers were given six years.

Mr. Harrison thought ex-soldiers should be allowed six years.

Mr. Sherman offered an amendment providing that the act should not apply to bonds or other securities of the United States.

Mr. Horner offered an amendment excluding also from the operation of the act the claim of any State against the United States.

Mr. Dolph said it was impossible to pay today a bill of so much importance, and moved for an executive session. Agreed to, and the Senate, without action on the bill, went into executive session, and when the doors were reopened adjourned.

Before adjournment a message from the House announced a disagreement with the Senate on the agricultural appropriation bill. The Senate insisted upon its amendments, and the Chair appointed a conference committee.

The House.

Immediately after reading of the journal the House proceeded to the consideration of business under the special rule. On motion of Representative George, a bill passed for the allotment of lands in severalty to Indians on the Umatilla reservation.

On motion of Representative Lowry, a Senate bill passed increasing to \$175,000 the limit of the appropriation for a public building at Fort Wayne, Ind., and making the present appropriation \$50,000.

The House then went into Committee of the Whole on the River and Harbor bill. The Hennepin Canal clause was stricken from the bill.

Mr. Hepburn offered an amendment prohibiting the employment of civil engineers in the work on rivers and harbors, and providing for a detail of army officers to take their places. Lost by 65 to 110.

A very unintelligible and noisy discussion, interrupted every few moments by points of order and parliamentary questions, arose and continued for some time.

Mr. Holman offered an amendment providing that the money appropriated for the improvement of the Mississippi River shall be expended under the direction of the Secretary of War and in accordance with plans approved by him.

After a short and very noisy discussion the amendment was adopted by 138 to 57.

On motion of Mr. Cook, an amendment was adopted providing that the appropriations for the Missouri River improvements shall be expended under the direction of the Secretary of War, and in accordance with plans approved by him.

Amid a great deal of confusion, a number of amendments were adopted to the survey section of the bill, and it was not until 7:45 that the committee rose and reported to the House.

The previous question was ordered, and the House adjourned.

Rinklets—Off the Track.
Special to the Sentinel.

LAFAYETTE, Ind., Feb. 24.—Owing to the cold weather the work on the People's Rink has been entirely abandoned. This rink, according to Mr. Caldwell's plans, promises to beat all others in extension and arrangements. Work will be resumed as soon as the weather permits. It will be constructed entirely of brick, with a glass floor, and the most costly decorations will be displayed therein. In addition to the skating department a stage will be erected, where performances will be given every evening at a certain time. After the performance skating is to be resumed, and all this at a surprisingly small admission. Now let the fun begin.

The Lake Erie and Western train due here at 8:20 this morning, left the track between Alexandria and Elwood, upsetting the car and throwing out the occupants. Several persons were badly injured, but the majority of them escaped without a scratch. A broken rail caused the wreck.

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Seymour Items.
Seymour, Ind., Feb. 24.—Mr. George McClellan and Miss Josie Hansfelder were married at the residence of the groom's mother this afternoon.

Asbury Lindley, of Owen Township, has been committed to the county jail at Brownstown on the charge of fornication. He is charged with grossly deceiving and injuring Miss Sarah E. Newton, an ignorant and unsuspecting young lady of that township. If reports be true, the evidence against him will be very damning.

Mr. Sullivan, an aged lady and pioneer of this county, died last night of general debility and old age. She was highly respected, and was not far from eighty-six years of age. An old-fashioned non-form set in last night from the east, and is still coming down.

Breaking of an Ice-Train Cable.
Pittsburg, Pa., Feb. 24.—This morning, at 7 o'clock, two loaded coal cars, weighing three tons, broke the cable on the Castle Shannon incline plane when near the top, and they came down with a frightful velocity, crashing through the platform at the foot of the incline, and damaging the brick building on the opposite side of Carson street.

Fritz Belter, Thomas Hart and Martin Carey, employees, were standing on the platform when the accident occurred. Belter was killed, and Hart and Carey were quite seriously but not fatally hurt. The damage to the incline and building will not reach \$300. The incline is 700 feet long with an angle of thirty-eight degrees.

An Accommodating Husband.
COUNCIL BLUFFS, Feb. 24.—Some months ago Rev. Henry Howe was dismissed from the United Brethren Church, of this city, on account of improper relations with Mrs. E. S. Jones. Howe's wife secured a divorce on the same grounds. Howe then proposed to legalize his relations with Mrs. Jones, and offered Mr. Jones a team of horses if he would get a divorce from his wife. Jones accepted the proposition, secured the divorce, and Sunday morning Howe and Mrs. Jones left for St. Joseph, Mo., where they were married yesterday. This is the third marriage for each of the parties.

A New Political Movement.
NEW YORK, Feb. 24.—A new political movement which aims at a correction of the Sunday evil, in both principal parties of this State, was inaugurated at a meeting held here today. The meeting was organized by "The Independent Citizens' Association of the State of New York," and the question under discussion was how to bring together the different independent political organizations in different parts of the State so that they all may work as a unit.

A Test Case.
CHICAGO, Feb. 24.—A test case of importance, involving the legality of the Town Liquor law, in the United States Court, by a firm of brewers at Marshalltown, Iowa, against the Northwestern Railroad Company. The claim is made that the clause in the Iowa law which prohibits railways from transporting liquor except to certain persons holding permits is in violation of the Federal Constitution which vests in Congress the power to regulate commerce in the several States.

Minnesota Adopts a High License.
ST. PAUL, Feb. 24.—The Legislature has adopted a high license liquor law, making \$500 the figure. The Legislature also adopted a new penal code similar to that of New York. The most important change from the old code is one making hanging the penalty for murder in the first degree. Heretofore the passage of the death sentence was left to the option of the court but no court ever exercised the privilege.

Vilas Counted Out.
MADISON, Wis., Feb. 24.—W. F. Vilas is professor in the State University law department. He announced to his class yesterday that while he would be unable to meet them next week he would give his lecture in the week following. This is interpreted by his students as an indication that he will attend the inauguration, but not become one of Cleveland's Cabinet advisers.

A Row Among Lawyers.
LEADVILLE, Feb. 24.—H. B. Johnson, a Denver attorney, formerly Attorney General of Missouri, preferred charges against Judge M. L. Goddard, of this city, alleging bribery and malfeasance in office. An investigating committee found the charges unsubstantiated, and Judge Goddard has had Johnson arrested and brought here for trial on a charge of criminal libel.

A Hero's Burial.
NEW YORK, Feb. 24.—The burial of Police Officer Murray, his wife, mother-in-law and three children, smothered at the fire at Levee and Williams streets, Saturday night, took place today from an undertaker's. Six officers were placed in six hearses and taken to the cemetery of the Holy Cross at Flatbush, where the services were conducted.

Both Legs Cut Off.
CLEVELAND, O., Feb. 24.—Charles D. Padcock, one of the oldest engineers on the New York, Pennsylvania and Ohio Railroad, slipped and fell beneath the wheels of his engine, today, at Mahoning station. Both legs were cut off and Padcock will probably die.

Murdered His Father.
KNOXVILLE, Tenn., Feb. 24.—William Hann, aged eighty years, was murdered seven miles south of here. A married son is suspected of having committed the crime.

Leaves as Fodder in Norway.
The alder and the ash are much valued by the Norwegian peasants as furnishing fodder for their cattle during the long severe winter. In early October, just before the leaves change color, every farmer fills two or three of his barns with small branches cut from these trees; with this food the cows have to be content for all the hay is required for the horses. The work of collecting and storing these leafy branches is entrusted to old women and younger girls, the latter climbing up into trees when necessary, and displaying as much agility and fearlessness as a school-boy after a bird's nest. The fair sex in Norway have to do their share of hard work, and do it unconplainingly; an old dame may frequently be seen tramping homeward over the slippery ice-worn rocks of a difficult mountain path, bent almost double with the weight of her years, and such a bundle of boughs a strong English laborer would consider amply large enough for him to carry across a stock-yard.

A THRILLING EXPERIENCE.

Struggling to Keep Awake When Sleep Meant Destruction.
[San Francisco Call.]

"Yes, we operators sometimes have strange experiences," said the young looking, white-haired telegrapher, replying to an interjectory of the Call representative. "By all odds the most thrilling incident that ever came within my own experience," he continued, musingly, "occurred one night about twelve years ago. I was then a young operator on the Northern Pacific Railroad, at a small station in Eastern Minnesota called Kimberly. I was doing the night work—from 7 p. m. to 7 a. m., and being of a social disposition, used to sleep only when there was nothing of interest going on. Kimberly was quite a resort for picnics, being situated on the edge of one of those beautiful lakes in which Minnesota is famed, and on the day referred to I had been out with a party of young folks, and by night was thoroughly tired out. There was no possible escape from work, though, and I had to report for duty as usual. Well, I struggled along until about 3 o'clock, when I was aroused by a light buzz by the ticking of my instrument. I dragged myself over to where it stood and received the following dispatch:

"To Operator Kimberly: Hold all west-bound trains. Bridge No. 6 washed away."

"Bridge No. 6 was several miles west of my station and spanned a small stream in which were floated down from the pines. I had heard that day of a big jam near there, and now I realized that it had broken and swept the bridge away. The section man had reported it to the next station west of me and my order was the result. Still, I was in that somnolent state when I received the message of immediate importance, and after mechanically lighting my signal lantern, laid down again on the table from which I had risen, neglecting to hang the lantern out. I don't know how long I had slept, when I was suddenly conscious that a train was nearing the station; at the same time being unable to move or awaken myself. I knew that I was asleep, realized the necessity of stopping the train and that it would not stop at Kimberly if no signal was displayed. Yet I was powerless to rouse myself from the inevitable destruction which awaited them if they were not warned of the carrying away of the bridge. I shall never forget the agony those thoughts brought me. I struggled to break the chains of sleep which held me. The effort was accompanied by a most peculiar sensation. I can only compare it with the action of a watch spring which has been drawn to its utmost tension and then let go. You know how it will buzz for a few moments as it unwinds itself. That is exactly the way my brain whirled as I sank back exhausted after each effort. I felt the train draw nearer and nearer. It was like the approach of fate. If it passed I was a murderer. Again and again I struggled, with the same result; I could not wake. I must have been but a few moments, yet I endured what seemed hours of torture. I think the jar and rumble of the train as it sped by must have awakened me. I jumped to my feet, seized the lantern, which was still burning beside my chair, and dashed out through the open window. The rear coach was just passing the west end of the platform. I screamed and in my frenzy rushed after the departing train. The noise and light startled the train, which it was then too late to stop. I was still burning beside my chair, and dashed out through the open window. The rear coach was just passing the west end of the platform. I screamed and in my frenzy rushed after the departing train. The noise and light startled the train, which it was then too late to stop. I was still burning beside my chair, and dashed out through the open window. The rear coach was just passing the west end of the platform. I screamed and in my frenzy rushed after the departing train. The noise and light startled the train, which it was then too late to stop. I was still burning beside my chair, and dashed out through the open window. The rear coach was just passing the west end of the platform. I screamed and in my frenzy rushed after the departing train. The noise and light startled the train, which it was then too late to stop. 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